



HIGH FLYER



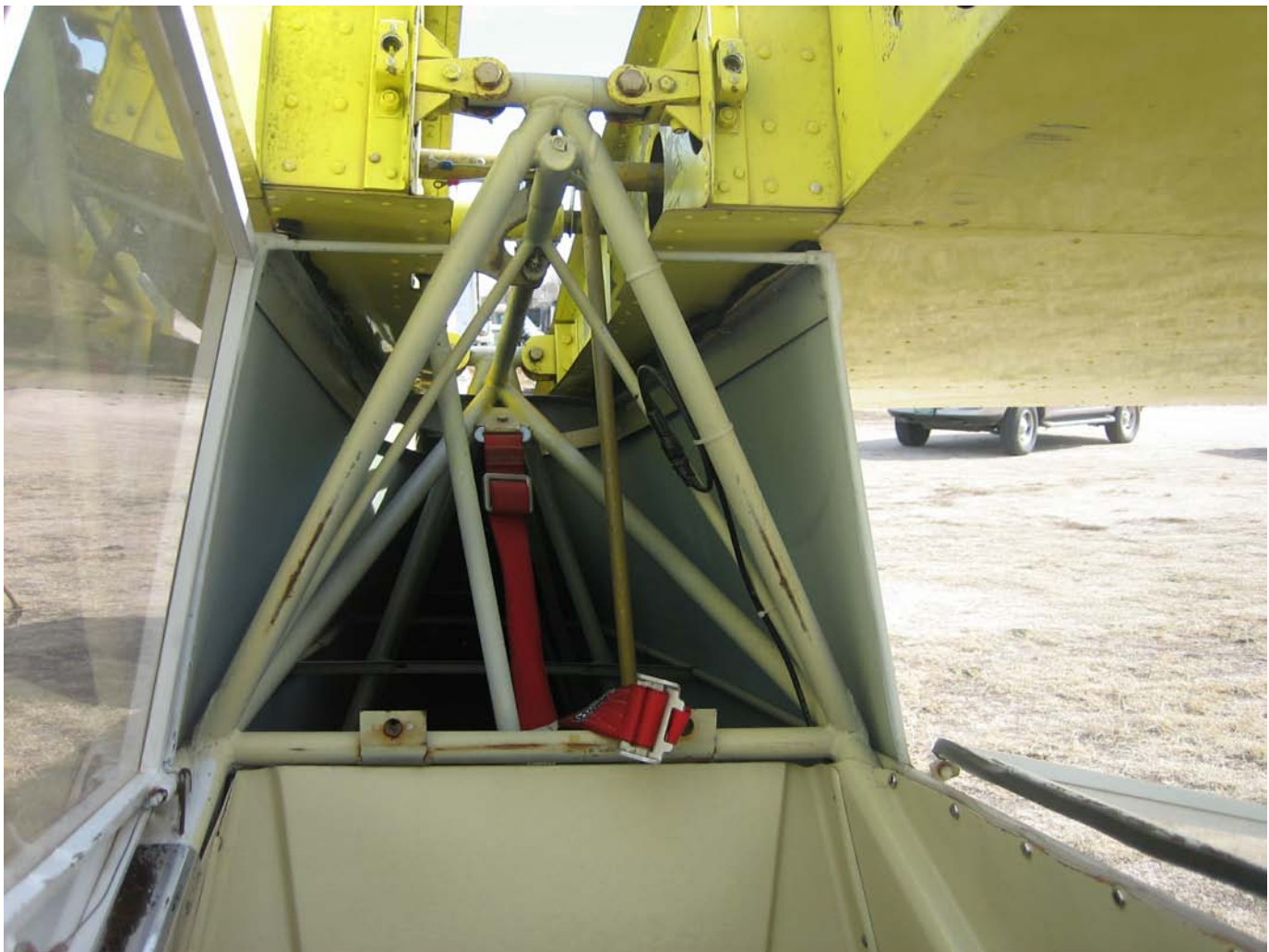
The Official Newsletter of High Flights Soaring Club, Inc
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Wing attachments on our 2-33, for those who've never seen them - photo by John Scott

2006 Annual Meeting – Dec 16th at Las Palmitas

Nemeths closed (went out of business) at the end of October. We have moved our Annual Meeting to Las Palmitas, still on Dec 16th beginning at 1800 hrs.

Las Palmitas is located just inside the west entrance to the Tiffany Square Mall. Tiffany Square is located in the south west corner of the I-25 and Woodman Road interchange. Take exit 149 on I-25, turn West (towards the mountains). Turn left at the first light after the I-25 South on-ramp. The mall will be on your front left.

This year's meal will be a buffet, however, we will need a count of those attending so we can get about the right amount of food on the buffet. Board members will call everyone 2 weeks before the meeting to get your confirmation and headcount. We expect the cost to be about \$12 per person. A non-alcoholic beverage will be included with price of dinner. There will be a cash bar.

This year we will be voting on revised bylaws at the annual meeting. The updated bylaws will be distributed electronically (emailed) the week of Nov 20th. Amendments and changes to the Bylaws require an affirmative vote by 2/3's of the active members. If you are an active member of the club, please, **PLEASE** plan to attend the Annual Meeting this year.

Proxies will be emailed with the revised bylaws. If you cannot attend the meeting, please return a proxy to a board member. You can return them electronically, via email. However, we'd really rather see you at the meeting.

Club and Member Notes

The club roster and duty schedule are available on-line at the club website courtesy of Jim Densmore and Frank Molli. Members are responsible for knowing when they have duty!

<http://www.highlights.com/members/roster/roster.html>

<http://www.highlights.com/members/sched/currentsched.html>

Next Board Meetings - Dec 9th & Jan 14th. All club members are invited (encouraged) to attend.

New Members – No new members this month, but we have a number of interested folks.

EAA Meeting – HFSC (John Scott) will be presenting the program at the EAA Chapter 72's monthly meeting on Tuesday, Nov 21st. Any interested club members are invited to attend. The meeting begins at 7:00 PM in the Hanger Restaurant. I could use the support.

89H was tweaked in a ground loop incident Nov 5th. It is currently grounded and being repaired. We hope to have it back in about a month. In the meantime, instructors will be using 7AS for training in air maneuvers. The instructors will be doing all takeoffs and landings, but students will fly once in the air

Jim Pirtle is editing and updating the HFSC **Pilot Information Manual**. We hope to have the updated copy on the website early next year. A copy will be electronically

distributed to all members. **Remember** – **All** HFSC pilots are responsible for knowing all information contained in the PIF.

The Soaring Safety Foundation has an online **Wing Runner Course**. Our instructors are strongly encouraging all members to take a few minutes to take this course. We will be requiring new members to take the course. You review the material online, take a short final exam, and get a certificate. It is mostly text with illustration. You can access the course at:

<http://www.soaringsafety.org/school/wingrunner/toc.htm>

The **SSA Annual Convention** is Feb 8th thru 10th in Memphis. Steve Smith and Jennie Chiang are planning to attend as are John and Kathy Scott. If you are going to attend, please let us know. The convention is worthwhile and very enjoyable. It's a great place to get your hands on the new software, instruments and planes that you otherwise would only read about. Every soaring book written will likely be on display in one booth or another – great for being able to leaf thru them before making a decision to buy. The 2008 convention will be in Albuquerque, so if you can't make it this year, you should really consider going next year.

HFSC OLC Status

The OLC has been revamped this year to provide new features, like the ability to get a flight path overlaid on Google Earth with a simply mouse click, and to be more maintainable. However, they are also having some “teething” problems that are being worked out. Watch for an update in the January or February Newsletter.

Remember: Take a logger when you fly!!

The Central Mississippi Soaring Society by Robert M. Herndon Sr.

The Central Mississippi Soaring Society (CMSS) was formed in the summer of 2004. I had been flying with the Mississippi Delta Soaring Society for several years but it was more than 100 road miles away and was having difficulty maintaining its membership. (It folded earlier this year after a hail storm destroyed its tow plane, and L-13.) I was interested in something closer to home so when I was contacted by Mike Smith and Randall Armstrong who were interested in forming a group based near Jackson MS, I jumped at the opportunity. There had been a group near at the Raymond airport near Jackson previously but it had folded before I moved to Jackson in 1996 when a tornado destroyed their gliders and tow plane.

There was an ultralight field with a grass strip at Pisgah MS (MS-08), just East of Jackson and, by having our members join the Mississippi Light Flyers, we obtained use of the field for gliders. Mike Smith, Randall and I got together and purchased a Pawnee tow plane and on July 29, 2004, we towed my PW-5 down and began operations. Mike had an American Spirit and we flew several times that August. We purchased a used Blanik L-23 that arrived a little less than a month later and we were in full operation. We soon had 10 members and were very active most of that and the following year with several members, getting glider add-ons to their private pilot ratings and I and several others got commercial ratings.

We did not have a flight instructor who could be their consistently since he would be away on business for months at a time. As a result, the club suffered since we often had to turn

away prospective members who needed training. I went to work and got my CFIG on fathers day of this year. A result of this, the death of a member in the crash of a business jet and drop outs, the club was reduced to 8 members where we are now but, we can now train and expect to be adding members as the fall flying season begins.

We currently have the following aircraft on the field: a Blanik L-23 and PW-5 as club aircraft, An American Spirit, an ASW-20 and a Concept-70. We operate on almost all flyable weekends year round. Should any high flights members visit the area, give us a call. My pagers number is (601) 952-5788 and home phone is (601) 829-2723.

Building the APIS – Part 10 – Continuing Progress by John Scott

This month has seen a lot of “bonding” with the APIS. I have had to bond guide tubes for various controls. The tow release is completely installed and working. In order to connect the 3/32” cable to the Tost release it was necessary to adjust the width of the cable eye to fit in the narrow slot in the arm of the release. The adjustment was done with an 8 lb sledge and anvil. This was the factory approved method!

The air vent is installed and connected. I relocated the control from the right side of the cockpit, just below the canopy emergency release knob, to under the instrument panel. I had a dream one night about reaching to open the air vent and suddenly having far, far more ventilation than I expect. As it turns out, the other 2 folks currently building APISes had the same concern and, independently, all of us decided to relocate the vent control.



Rudder pedals are assemble and installed as are the rudder cables. The rudder cables run in polyethylene guide tubes from the tail to the forward part of the cockpit. One of this months tasks was bonding this tubing to the side of the fuselage from the cockpit back into the tail boom. After all the fiberglass and epoxy is in place, I keep the area at the necessary temperature with heat lamps and some tenting with blankets (see pic).



The front bulkhead needed some surgery to fit properly. This involved cutting the supplied piece and bonding it back together. The instrument panel had been cut, but the instruments haven't been mounted. I fabricated and installed different static ports (see pic) and slightly modified the location in order to keep them under the seat pan.



I'm still waiting on my new main wheel and brass tail wheel. Those appear to be the only parts still missing. I've discovered the wonders of the McMaster-Carr web site. They have any and all possible fasteners you might ever want. The cost of shipping is about the same

as the cost of gas to drive to Home Depot. They are very responsive. Great Site. Good Company. Highly recommended.

This coming month I expect to finish the bonding seams on the fuselage and do the necessary painting. The cockpit rear bulkhead will need to have some surgery to make the battery box more functional and to provide access for the oxygen system. I'll need to figure out how to mount the oxygen system and fabricate any need mounts. I expect to finish installation of all controls connection, mount instruments, do the electrical wiring and instrument plumbing. I need to finish some fitting of the tail surfaces, then rig the controls. I may get to mounting the canopy. Hopefully the wheels will arrive from Slovenia.

Current Duty Schedule

Saturday	Nov 18, 2006	Al Spratford	Robert Wirth
Sunday	Nov 19, 2006	Tomas Fredricks	Frank Molli
Saturday	Nov 25, 2006	Steve Smith	Jennie Chiang
Sunday	Nov 26, 2006	Matt Sheldon	Mary Hoddinot
Saturday	Dec 02, 2006	Rob Hamalainen	John Browning
Sunday	Dec 03, 2006	John Norton	Gilles Marty
Saturday	Dec 09, 2006	Matt Neal	Art Romero
Sunday	Dec 10, 2006	Marty Grove	Kevin Brooks
Saturday	Dec 16, 2006	Don Shearn	Robert Wirth
Sunday	Dec 17, 2006	John Scott	Marsha Hawk
Saturday	Dec 23, 2006	No Operations	No Operations
Sunday	Dec 24, 2006	No Operations	No Operations
Saturday	Dec 30, 2006	Al Spratford	Rob Hamalainen
Sunday	Dec 31, 2006	No Operations	No Operations
Saturday	Jan 06, 2007	Tomas Fredericks	Matt Neal
Sunday	Jan 07, 2007	Steve Smith	Jennie Chiang
Saturday	Jan 13, 2007	Mary Hoddinot	Matt Sheldon
Sunday	Jan 14, 2007	John Norton	Gilles Marty
Saturday	Jan 20, 2007	Frank Molli	Art Romero
Sunday	Jan 21, 2007	Marty Grove	Kevin Brooks
Saturday	Jan 27, 2007	John Scott	John Browning
Sunday	Jan 28, 2007	Don Shean	Marsha Hawk
Saturday	Feb 03, 2007	Al Spratford	Robert Wirth
Sunday	Feb 04, 2007	Tomas Fredericks	Matt Neal
Saturday	Feb 10, 2007	Steve Smith	Rob Hamalainen
Sunday	Feb 11, 2007	Mary Hoddinot	Jennie Chiang
Saturday	Feb 17, 2007	John Norton	Matt Sheldon
Sunday	Feb 18, 2007	Frank Molli	Gilles Marty
Saturday	Feb 24, 2007	Marty Grove	Art Romero
Sunday	Feb 25, 2007	John Scott	Kevin Brooks